

WEATHER FORECAST  
Cloudy to-day; to-morrow rain, followed by colder; fresh southerly winds.  
Highest temperature yesterday, 56; lowest, 34.  
Detailed weather reports will be found on editorial page.

# THE NEW YORK HERALD

THE BEST IN ITS HISTORY.  
The New York Herald, with all that was best of The Sun intertwined with it, and the whole revitalized, is a bigger and better and sounder newspaper than ever before.

VOL. LXXXVI.—NO. 177.—DAILY. NEW YORK, THURSDAY, FEBRUARY 23, 1922. PRICE TWO CENTS. THREE CENTS WITHIN 50 MILES. FOUR CENTS ELSEWHERE.

## LONG CONTROVERSY OF PUBLISHERS AND PRESSMEN SETTLED

Arbitration Fixes Pay and  
Working Conditions in  
New Contract.

## RIGHTS ARE DEFINED

Relationship of Employer  
and Union Labor Clearly  
Established.

## DECISION FAR REACHING

Judge Manton Signs Findings  
in Many Issues Vital to  
Daily Newspapers.

Judge Martin T. Manton of the United States Circuit Court of Appeals, arbitrator between the Publishers Association of New York City and the New York Web Pressmen's Union, No. 25, in a decision made public yesterday of the terms and working conditions of a new contract ruled on nearly all points in favor of the publishers.

The new contract is for eighteen months, beginning March 1, and before the arbitration proceedings began both sides agreed in writing to abide by and live up to the decision of the arbitrator.

Judge Manton's decision and interpretation of the contract is regarded as one of the most important labor decisions by any court in recent years. Briefly, while not reducing the wage scale, Judge Manton has eliminated every working condition and shop practice designed to curtail production or make necessary the employment of superfluous men. It furthermore establishes the principle that all members of the union shall work eight hours a day, whether at day or night work.

Labor men said last night that Judge Manton's decision probably would prove even more far-reaching than that of Federal Judge Kenesaw M. Landis of Chicago in the building trades dispute in that city.

## Statement by Publishers.

Following announcement of the decision of Judge Manton, the Publishers Association of New York City issued the following statement:

"A controversy which has existed for twelve years between the publishers of New York daily newspapers and the union pressmen employed in operating their presses was decided February 21 by Judge Martin T. Manton of the United States Court of Appeals, mutually agreed upon and selected by the union and the publishers, to act as the chairman of a board of arbitration.

"Before beginning the arbitration the union and the publishers on February 1 signed a stipulation before Judge Manton as follows: 'That the decision shall be final, and both parties agree to abide by and carry out the terms as arrived at by the board of arbitration.'

"The decision is one of the most important made in the history of labor controversies, as it lays down the fundamental principles of the relationships of employer and union labor and the rights of union labor in the preservation of its organization.

"The decision fixes eight hours for day work, any eight consecutive hours between 7 A. M. and 7 P. M. Eight hours of work for night work, any eight consecutive hours between 7 P. M. and 7 A. M. Saturday nights any eight consecutive hours between 5 P. M. and 5 A. M. The night hours were six.

## Payment of Overtime.

"Overtime will be paid at time and one-half for the actual time worked over eight hours.

"Wages for day work pressmen in charge, \$8.50 per day, and \$7.50 for competent pressmen, as now. Night work, \$9 per night for pressmen in charge and \$8 per night for competent pressmen instead of \$8.50 and \$7.50, as now.

"The number of men employed on each press to be designated by the publisher instead of by the union, as now.

"The men to be assigned to any work in the press room by the publisher instead of, as now, by the union; the publisher to be the judge of competency and to have control of the press room force.

"The publisher may transfer men from press to press and from one position to another, which is a new rule.

"Time and one-half will be paid for all day work between 7 A. M. and 7 P. M. on all New York State legal holidays instead of certain holidays, as before.

"The duration of the contract, at the request of the union made before the decision was rendered, is to be from March 1, 1922, to September 1, 1923.

The text of the decision of the arbitration board.

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## Brotherhood of Nations Born at Washington

PLYMOUTH, England, Feb. 22 (Associated Press).—Responding to a toast to "The Brotherhood of Nations" at the Chamber of Commerce banquet here, George Harvey, the American Ambassador, said:  
"Our two hard-fisted, big-hearted peoples got together in what I am disposed to surmise will prove to have been the nick of time. They are going to stay together. Acquaintanceship, supplemented by circumstances and idiosyncrasies, have bowled over Britons and Americans into each other's arms. We are uncompromisingly compromised. Let it go at that. Here and now at Plymouth on Washington's Birthday let us celebrate gloriously, but temperately, the happy first appearance of the brotherhood of nations."

## RECEIVERS NAMED FOR KARDOS & BURKE

Brokerage Firm, Headed by  
Former Treasurer of U. S.,  
Has Big Liabilities.

## RESIGN AS BANK HEADS

Members of Distressed Firm  
Were on Board of Progress  
Institution.

Federal receivers in bankruptcy were appointed last night for the stock brokerage house of Kardos & Burke, 32 Broadway. The firm, of which John Burke, former Treasurer of the United States and three times Governor of North Dakota, is a partner, maintains branches in many cities. Liabilities were estimated at \$1,500,000 and assets at \$150,000.

Judge Learned Hand in United States District Court named Robert P. Stephenson receiver under \$25,000 bond.

Immediately following the announcement of the receivership Mr. Burke, whose home is in Washington, announced that he had resigned as president and a director of the Progress Bank of this city.

## Bank Denies It Is Involved.

Arthur L. Ross, attorney for Kardos & Burke as well as for the Progress Bank, issued a statement emphasizing the assertion that the bank was in no way involved in the failure.

Mr. Ross said that the information as to the firm's financial condition upon which the proceedings were based was several weeks old and that since that time heavy withdrawals and calls on the part of customers had reduced the liabilities to about \$700,000. He said it would probably be found that the assets "upon careful liquidation will yield sufficient to pay creditors, if not in full, at least a very substantial dividend."

Louis M. Kardos, Jr., the other partner, announced that he also had resigned as a director of the Progress Bank. Kardos & Burke hold a membership in the Consolidated Stock Exchange.

## Insidious Propaganda Blamed.

Mr. Ross, in his statement discussing the failure, said it was "due to insidious propaganda disseminated in the various cities where Kardos & Burke maintained offices."

"There has been a continuous withdrawal and transfer of accounts," he said. "With the large overhead expense it would have been impossible to continue business without seriously affecting the rights of creditors."

Commenting on the disparity between figures on liabilities and assets given in the bankruptcy petition and those announced by the firm itself, Mr. Ross said the former were grossly exaggerated in the case of liabilities and "grossly underestimated" in the case of assets.

The attorney declared that he was certain the assets would reach a minimum of \$500,000 when funds in the firm's branches in Chicago, Pittsburgh, Baltimore, Philadelphia and Boston had been added to those available in the home office.

## To Consider Resignations.

Shortly before midnight directors of the Progress Bank responded to their attorneys' call for a meeting in an up-town hotel to act on the resignations of Messrs. Burke and Kardos as president and director respectively. Before the meeting Mr. Ross declared there was no doubt they would be accepted.

"The bank is in no way involved in this failure," Mr. Ross asserted. "The embarrassed firm has no connection whatsoever with the bank other than that Mr. Burke and Mr. Kardos owned ten shares each of the bank's stock to qualify them as directors."

The Progress Bank, established here in 1915, is listed as having capital stock of \$250,000 and surplus and undivided profits of \$25,700.

## Faculty to Invoke Aid of Science to Find the Trinity College Firebug

Special Dispatch to THE NEW YORK HERALD.  
HARTFORD, Feb. 22.—Trinity College is planning to depend on science to solve the mystery of its five incendiary fires within the last two weeks. Although the Hartford detective bureau and the State police under the direction of Supt. Robert T. Hurley are at work on the case, the investigation is not going to stop with the ordinary methods of investigation.

If questions asked of individuals under suspicion do not lead to the guilty person, scientists will go to work. By psychiatric examination they believe the guilty individual will be found. Incidents connected with the many fires at the college have convinced members of

## 'KILL THE BONUS,' NEW CONGRESS CRY; FOES' RANKS GROW

Lawmakers Turning Fast  
to Harding Alternative  
of Delay.

## SENATE VIEWS SHIFT

Members Pledged to Raid  
Seek Way to Avoid Political  
Misstep.

## SALES TAX UNDER FIRE

Farm Bloc Gets 199 Signatures  
in House Against  
Proposed Levy.

By LOUIS SEIBOLD.

Special Dispatch to THE NEW YORK HERALD.  
New York Herald Bureau,  
Washington, D. C., Feb. 22.

Members of Congress have been convinced by the bombardment against the bonus raid to which they have been subjected that as a political proposition it would be wiser to kill than pass it.

Since THE NEW YORK HERALD pointed out the real issue involved in a raid on the Treasury—without reason or justification and of questionable value to prospective beneficiaries—a great many Senators and Representatives have been led to regret their hasty action in committing themselves to the raid and are now trying to find some honorable means of escape.

This is the correct explanation of the gestures of the bonus advocates in Congress which to-day contributed the important developments of the "post mortem" over the most vexatious problem that has disturbed individual Senators and Representatives in many years.

## Forney Marks Time.

No actual progress was made by Chairman Forney of the House Ways and Means Committee, whose extravagant promises to the professional bonus propagandists have done more to deceive them than the utterances of any other member of either house.

Having made these promises, which have been both vague and definite, the Ways and Means Committee chairman, upon whom the runt of the bonus battle has been cheerfully imposed by his associates, there remains nothing for him and such supporters as he can recruit but to go ahead and make the best of an unprofitable and losing bargain.

The Ways and Means chairman and his supporters attempted to inject some life into the manipulation of the pulmotor being used on the bonus by reiterating their trite prediction that a bill that would satisfy everybody would be passed by the lower house. With his Republican associates on the committee, Mr. Forney devoted most of the day to attempting to devise methods for wasting the public revenue; instead of saving it.

## Revive Discarded Schemes.

All the theories for financing the raid which have been discarded for obviously wise and sound reasons as impractical, undesirable, chimerical and even grotesque, were threshed over by the Ways and Means chairman and his Republican conferees. They worked hard to produce a plan that would enable the members of the two houses to make good their promises to the organized and noisy minority demanding gratuities for able-bodied and capable ex-service men instead of making adequate provision for the wounded, sick and helpless.

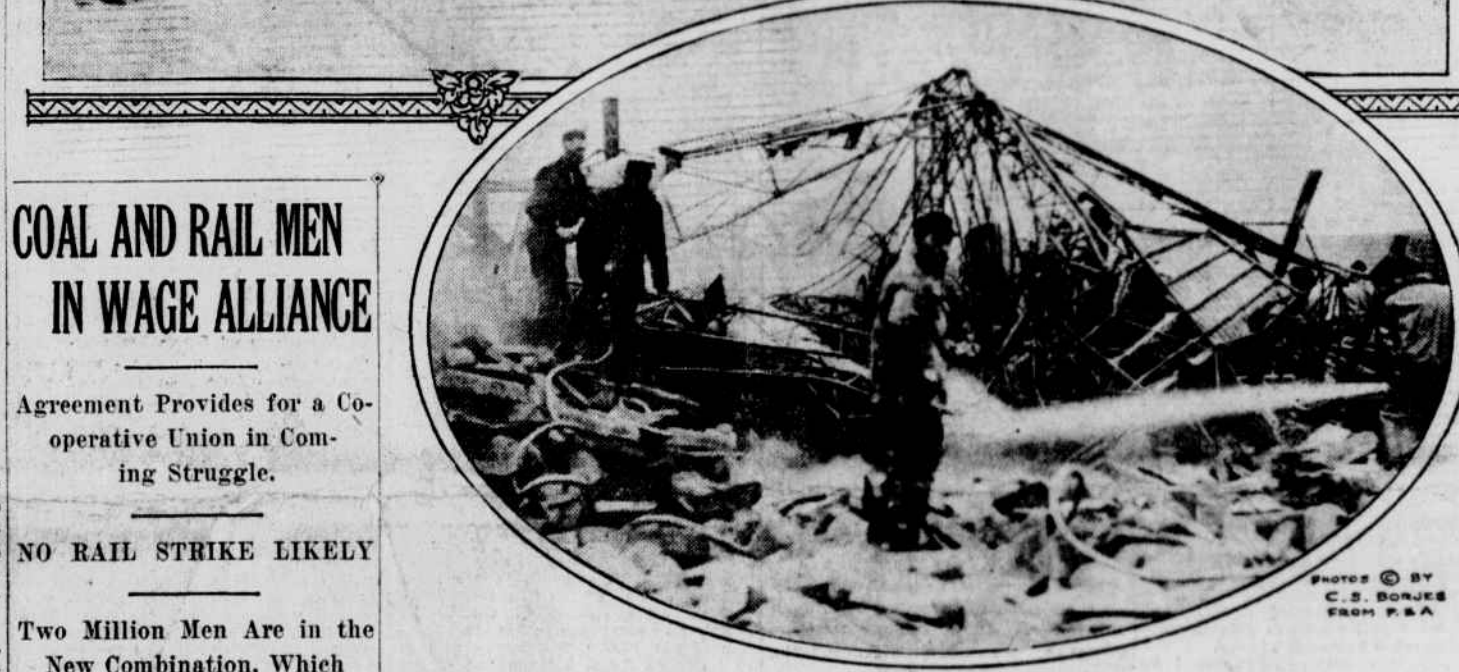
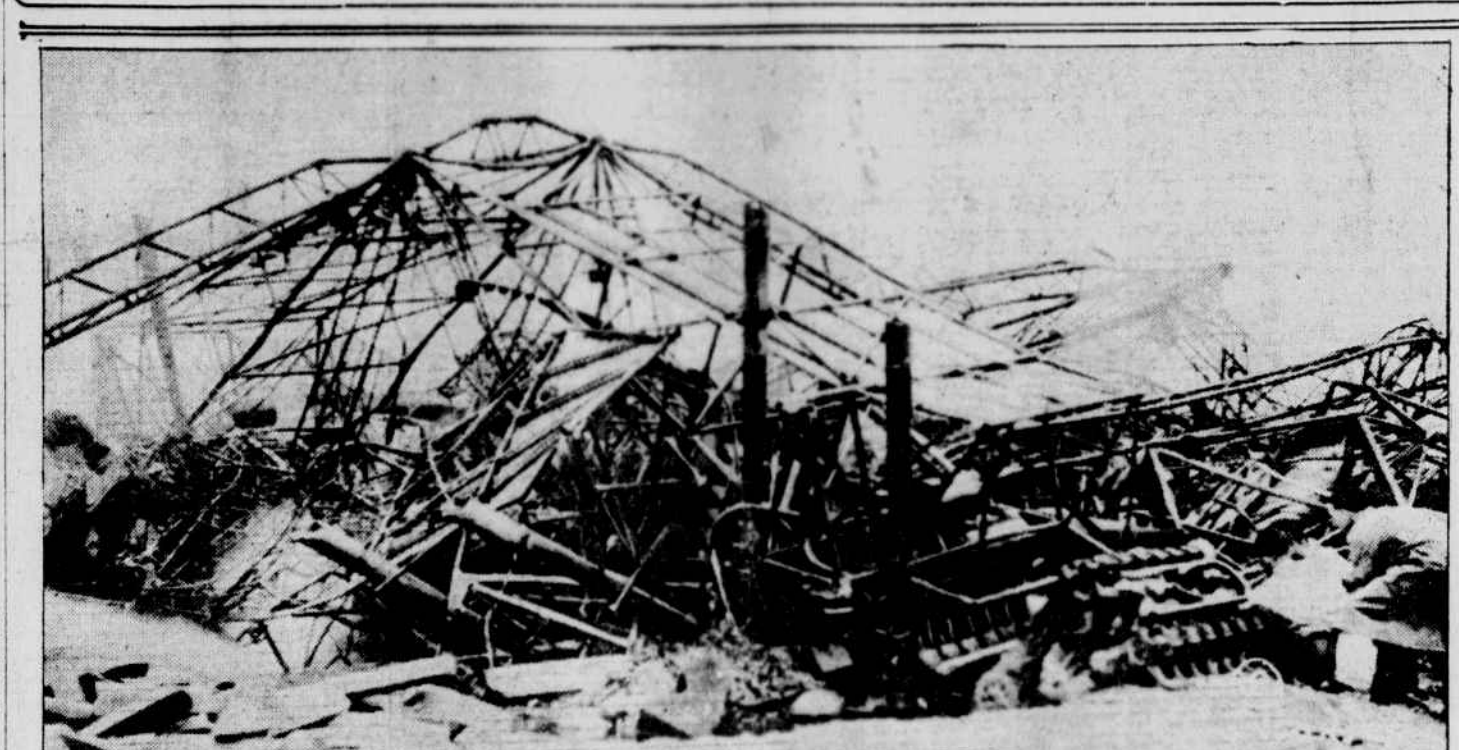
One of the projects discussed and regarded with some favor by the Republicans on the Ways and Means Committee was to adopt a modified sales tax based on the Canadian idea, which taxes manufacturers and producers. The supporters of this scheme among the committee figured out that a tax of from 1 1/2 to 2 per cent would produce \$550,000,000, or, according to their calculations, more than enough to pay the first annual installment on the bonus scheme.

That this suggestion will invite decisive rejection was emphasized by the

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# BUCKLING OF RUDDER FORCED ROMA INTO NOSE DIVE, SAYS ARMY AIR HEAD; LACK OF HELIUM BLAMED ON CONGRESS

Scenes Immediately Following the Crash of the Roma



## COAL AND RAIL MEN IN WAGE ALLIANCE

Agreement Provides for a Co-  
operative Union in Com-  
ing Struggle.

## NO RAIL STRIKE LIKELY

Two Million Men Are in the  
New Combination, Which  
Is Largely Moral.

CHICAGO, Feb. 22 (Associated Press).

An alliance agreement was adopted unanimously to-night by representatives of more than 2,000,000 union coal miners, railroad workers and longshoremen, declaring for "closer co-operation of our forces which will operate to more effectively protect the union workers in wage struggles."

No specific program for allied action was outlined, however, and John L. Lewis, president of the miners' union, told the conference he did not ask a sympathetic rail strike on April 1, the date of the miners' threatened walk-out.

The agreement, joined in by the officers of seventeen big unions, asserted the purpose of the leaders was "to apply every honorable method" to obtain "adequate" wages for both the miners and the transportation workers, and it created an executive committee, to decide on the course of action by the various unions whenever an emergency arises in the wage struggles of any of the allied groups.

Early in the conference, does not become effective until ratified by the various organizations and in some instances, it was said, would require the approval of a delegate convention. With most of the unions, however, it was said, approval rests with the unions' executive boards of officers.

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## 'ROMA IS UNSAFE, DISOBEYED RUDDER,' WARNING IN LETTER

CHICAGO, Feb. 22.—Lieut. Clifford E. Smythe of Chicago, killed in the Roma disaster, wrote to his father just after the dirigible's recent trial flight to Washington that the airship was so unsafe that it would "be criminal negligence to fly her again without making changes in her construction," according to Dr. J. M. Nicholson, a friend of the Smythe family, who made public the letter to-night.

"The Roma behaved so badly on her first trial over Washington that she was declared unsafe," said the letter, according to Dr. Nicholson, "and a majority of those on board were advised to make the return trip by train. If anything has been done to alter her, except to change the engines, I don't know what it is. It looks to me like criminal negligence to fly her without making changes in her construction. But what can I do?"

"The dirigible seemed sluggish and slow to respond to the controls. While she ended the trip all right, she disobeyed her rudder several times in a way that was alarming. The result was that on her return trip from Washington unnecessary passengers and all the crew who could be spared were advised to go back by train."

Robert Smythe, Jr., Lieut. Smythe's brother, said the Lieutenant made the return trip from Washington by boat.

## WRITES \$500 BURIAL CHECK, ENDS HIS LIFE

Koburger Put Out of Business  
by Prohibition.

George Koburger, 63, a retired business man, who during the last few years, had made his home with Dr. Schuyler C. J. Jones at 170 West Eighty-sixth street, ended his life last night by inhaling gas. He had been suffering from a nervous collapse.

Two notes had been left on a table. One, addressed to Dr. Jones, directed that he turn over all his possessions to the latter's niece, Miss Irene Burke Coburg of 215 West Twenty-fourth street. The other was addressed to Miss Coburg and requested that she provide as "nice a burial as possible." A check for \$500 was inclosed for that purpose.

Mr. Koburger was distantly related to the wife of Dr. Jones. He was a native of Germany and formerly was engaged in this country in the manufacture of sirups used in the brewing of beer. Prohibition forced him out of business two years ago. He was a man of comfortable means, Dr. Jones said.

## JAZZ CAUSES WANTS.

Boston, Feb. 22.—The latest indictment against jazz dancing is that it causes wants on the feet. The charge was brought here to-day by the Massachusetts Chiropractic Association, now in session.

According to experts who addressed the convention, "the vibration of bodies made tense by the gripping gusto of jazz and thrown like triphammer upon weary feet causes myriads of minute abrasions through which filterable virus enters the skin." Hence verruca, or warts.

## SCULPTOR AND NOBLE FIGHT AT ROME DANCE

Count Lovatelli and Prince  
Torlonia May Meet in Duel.

London, Feb. 22 (Thursday).—A dispatch to the Daily Mail from Rome asserts that there was an uproarious incident at a charity ball organized by the American and British Ambassadors in behalf of the Anglo-American private hospital.

The newspaper alleges that Prince Marino Torlonia, who married Miss Mary Elsie Moore of New York in 1907, and Count Lovatelli, a sculptor, had words over payment for a piece of sculpture Princess Torlonia is said to have ordered from Lovatelli. Rows are declared to have been exchanged between the two men, who were separated by the dancers. The dispatch adds that a duel is expected to follow the incident. Count Lovatelli married a Miss Keen of Argentina.

## LEG BROKEN AS MOTOR HITS FIFTH AVENUE BUS

John Hossack, Author, Victim  
of Odd Accident.

John Hossack, who said he was as good as ascertained to-day, is struggling to get to his feet after a fall from a Fifth Avenue bus. He was knocked down and his right leg broken last night at Fifth Avenue and Twelfth street when an automobile bumped into a Fifth Avenue bus. Hossack was starting to cross the street when the automobile, driven by George Hawthorne of 382 Crown street, Brooklyn, swerved into the bus.

Hossack was taken to St. Vincent's hospital. Hawthorne was arrested on a charge of intoxication by Patrolman Jacobwood of the Mercer street station. None of the persons on the bus was injured.

## CONGRESS CUT OFF FUNDS FOR HELIUM

Certain Army and Navy Circles  
Disposed to Put Blame at  
Capitol's Door.

## PLANTS IN TEXAS IDLE

\$300,000 Would Have Provided  
Safe Gas Supply, Says  
Lieut. C. S. Tinker.

Special Dispatch to THE NEW YORK HERALD.  
New York Herald Bureau,  
Washington, D. C., Feb. 22.

With an energetic army investigation under way, a Congressional inquiry in prospect and grave doubt as to whether the United States Government will continue its experiments with dirigibles, interest in the Roma disaster shifted to-day to the failure of the airship to have helium in her gas bags.

In certain army and navy circles the tendency was to put the blame on Congress for shutting off the production of helium by refusing sufficient appropriations. Had \$300,000 more been allowed for helium production, officers of the service declare, there would have been enough of the non-inflammable gas to fill the Roma and the disaster would have been avoided.

That the failure of the Roma to have helium in her gas bags caused the heavy loss of life seemed to be entirely clear in the light of the reports that arrived during the day at the War Department. While the rapid descent of the airship was due to the breaking of the controls, the setting off of the hydrogen gas by contact with high tension wires was the thing that caused the death of officers and enlisted men who were caught in the explosion without a chance to get away.

Congressional sentiment, so far as it could be ascertained to-day, is strongly opposed to further experiments with airships or lighter than air craft.

Representative Madden (R.), Republican, chairman of the House Appropriations Committee, declared the House would make an investigation to determine whether it is feasible for the government to go ahead with the construction of dirigibles so easily destroyed.

"We ought not to squander our money on dirigibles," he said. "If they are going to endanger the lives of Americans."

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## SHIP CONTROL LOST

Gen. Patrick, Head of  
Army Air Service,  
Makes Statement  
on Disaster.

## CHIEF PILOT'S STORY

Capt. Walter Reed Asserts  
It Was Impossible to  
Save Ship.

## EVERY EFFORT FAILED

Dropping of Kite Box Also  
Advanced as Plausible  
Theory of Accident.

NORFOLK, Va., Feb. 22.—A statement by Major-Gen. Mason M. Patrick, head of the army air service, that he believed the destruction of the airship Roma was due to an accident to the controls regulating the altitude of the craft stood out to-night as the only official statement from any of those investigating the disaster.

The Army Board of Investigators, called into session to-day, continued its hearing to-night behind closed doors. No details of the proceedings were allowed to come from the quarters occupied by the board.

Gen. Patrick expressed his opinion on the basis of testimony he had heard thus far and substantiated statements previously made unofficially by survivors of the wreck that the elevating rudder, a contrivance resembling the wings of an airplane and attached to the stern of the Roma, buckled and fell forward, forcing the craft into a nose dive.

## When Explosion Resulted.

It was reiterated by army officers to-day that there was no explosion or fire while the Roma was in the air. Gen. Patrick, who came here by airplane from Washington immediately upon being advised of the accident, declared there had been none, adding that the fire and resultant explosion were caused by the high tension electric wires which the Roma struck when she plunged to earth.

"From the testimony I have heard so far," said Gen. Patrick, "it is indicated that the disaster was due to an accident to the controls regulating the altitude of the Roma."

"The ship came down, striking high tension electric wires, which caused the fire. There was no explosion and no fire while the ship was in the air."

"The board of investigation is taking testimony from all the men and its report will be made as soon as possible. A very thorough investigation is being made to determine, if possible, the cause of the terrible disaster, which is an awful blow to the air service. Everything possible is being done for the families of those who lost their lives and for the comfort of the survivors."

## Chief Pilot's Statement.

"I have no idea what caused the accident," said Capt. Walter J. Reed, chief pilot of the Roma, in a statement given out at the Public Health Service hospital here to-day.

"I doubt if it will ever be known. Of course we have our own theories, but we are not certain which is correct. I had known that there was trouble with the control of the ship, and it was impossible to correct it after it was discovered."

"The first intimation we had that there was trouble was when we saw the nose of the ship down. We went back to see what caused it and found the control was not working."

"Everything possible was done to straighten the ship and get her on an even keel again. Capt. Mahary gave orders to shut off all motors. The last four were shut off. The forward motor was running. It is possible that the engineer was so thrown out of his position that he could not see the signals on his dial."

"Every effort to get the Roma on an even keel proved useless and she pitched into the ground in a nose dive and turned over on her side."

"When the ship hit I was thrown into the upper part of the cabin. I was shut in and got out only when a hole was burned into the cabin. Lieut. Welch crawled out with me. Both of us had to go through flames to get to safety. Sgt. Chapman, who was also in the cabin, cut a hole in the wall and he and Reardon (a major and passenger who survived the disaster) crawled out through that hole."

"My hazy recollection is of being thrown from one side of the cabin to the other and of looking up the keel, where I saw men forward."

Capt. Reed said that it was a plausible theory to believe, as had been suggested, that the kite box hung down at the tail of the Roma so heavily as to displace